

To-day's
Advertisements.

FAREWELL PERFORMANCE
OF
MRS. JANET WALDORF
AT
THEATRE ROYAL
TO-NIGHT
(THURSDAY), the 28th September, 1899,
in
"INGOMAR,"
"THE BARBARIAN,"
Assisted by the A. D. C.,
and
NORVAL MCGREGOR
JANET WALDORF
as
"PARTHENIA,"
NORVAL MCGREGOR
as INGOMAR and
FULL CAST OF CHARACTERS.
PRICES—8s, 5s, 2s, 1s.

Travellers will be available after the Performance.

Soldiers and Sailors in Uniform, 50 cents.
Seats on sale at ROBINSON'S Piano Co.
Hongkong, 28th September, 1899. [11972]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
The Company's Steamship.

"KAIFONG,"
Captain Laver, will be despatched as above
TUESDAY, the 30th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11342]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship.

"NANYANG,"
Captain Lehmann, will be despatched for the
above Port, on SATURDAY, the 30th instant,
at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIR & Co.,
General Managers.
Hongkong, 28th September, 1899. [11360]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship.

"FORMOSA,"
Captain Douglas, will be despatched for the
above Port, on SUNDAY, the 1st October,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIR & Co.,
General Managers.
Hongkong, 28th September, 1899. [11372]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND KOBE.
The Company's Steamship.

"TSINAN,"
Captain Andersen, will be despatched as above
on SUNDAY, the 1st October.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [12002]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship.

"TAIYUAN,"
Captain Nelson, will be despatched on
TUESDAY, the 3rd October.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
M.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for
return by the Steamers of the EASTERN and
AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1899. [11472]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship.

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Captain Nelson, will be despatched as above
on TUESDAY, the 3rd October.

The attention of Passengers is directed to
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Steamer. The First-class Saloon is situated
forward of the Engines.

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Advertisements.

NOTICE.
THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING CO.,
LIMITED.
SHAREHOLDERS in the above Company
are requested to attend a PRIVATE
MEETING to be held on WEDNESDAY,
the 4th October, at 11.30 A.M. at the Office of
the Company, 9, Praya Central.
LUETGENS, EINSTMAN & CO.,
General Agents.
Hongkong, 28th September, 1899. [11382]

Antimination.

A. S. WATSON & Co.,
LIMITED.
SEEDSMEN.
OUR SHIPMENTS OF FLOWER AND
VEGETABLE
SEEDS
OR THE SEASON 1899-1900 ARE NOW
READY FOR DELIVERY.
Orders are executed from New
Stock only.

Priced Catalogues, with Hints for
Gardening, can be obtained
on application.

These SEEDS are supplied to us
by the best growers in the World.
It is particularly requested that care
be taken when sowing, and super-
vision exercised over Chinese gar-
deners, whose incompetence in deal-
ing with the seeds may sometimes
lead to disappointing results.

CLAY'S FERTILIZER
Supplies natural nourishment to
the soil.
In Tins.

10lbs. each 81.75
25lbs. each 81.50

RANSOME'S LAWN MOWERS.
The Best and Cheapest Machines in
the Market. Supplied at
Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDEN-
ING FOR THE TROPICS
—PRICE 75.00.

A. S. WATSON & Co., Limited.
ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 28, 1899.

REUTER'S TELEGRAMS.

EARTHQUAKE AT DARJEELING.
LONDON, September 26th.
Earthquakes and landslips have occurred at
Darjeeling. Upwards of two hundred people
have been killed, including several Europeans
and immense damage has been done.

THE TRANSVAAL CRISIS.
Mr. Chamberlain's despatch of the 22nd
August says that the Government is compelled
to absolutely deny and repudiate the assertion
of the Transvaal that it is an international
Sovereign State, and that the Transvaal must
have known beforehand that the conditions of
non-interference and suzerainty attached to the
franchise proposals were totally inadmissible.

THE SUDAN.
The Khedive is making preparations to attack
the Khalifa who has established himself near
Jebel Gedir.

WEATHER REPORT.
The Observatory report says—
On the 28th at 11.55 a.m. the barometer has
fallen in E. Japan, risen elsewhere except in
the Philippines. The depression lying near S.
Formosa yesterday seems to have filled up.
The Northern depression has moved Eastward
over N.E. Japan. High pressure area over
China. Gradients rather steep with strong
monsoon on the coast and in the N. part of the
China Sea. FORECAST:—Fresh N. winds; fair.

LOCAL AND GENERAL.

ON Taimoshan last night there was an exten-
sive grass fire.

The Consul-General has been notified by
cablegram of Admiral Dewey's arrival in New
York.

The further hearing of the Hungnam murder
case, remanded from yesterday, was resumed
to-day, and again adjourned.

The annual general meeting of the Hongkong
Hockey Club will be held to-morrow in the
Cricket Pavilion at 5.15 p.m.

Miss Janet Waldorf and Company give their
last performance to-night at the Theatre Royal.
Miss Waldorf as "Parthenia" is well worth
seeing.

THE U. S. S. Princeton which arrived in har-
bour this morning flew the Stars and Stripes
at her fore. She is conveying the Hon. E.
H. Conder, U. S. Minister at Peking, on a tour
of inspection of the various consulates.

To-day is the birthday of Their Majesties
the King and Queen of Portugal. Mr. A. G. Romano,
Consul-General, was "at home" from 11 a.m. to
1 p.m. The members of the Club Lusitano
held a dance last night in honour of the anni-
versary.

RECENT appointments at the Admiralty have
been made as follows:—Lieut. and Commanders.

—R. J. B. Keyes, to the *Fame*, and Edward
Kelly, to the *Whiting*. Lieutenant—Claud H.
Sinclair, to the *Whiting*. Sub-Lieutenant—
W. Tomkinson, to the *Fame*. All reappointed
on commissioning, undated.

We stated yesterday that Messrs. Sassoon &
Co. had to pay fines for non-compliance with
time-washing orders; but it appears that, al-
though Messrs. Sassoon & Co. were summoned
to the court, the lessees of the property actually
paid the fines. The authorities, however, only
recognise the registered owner and accordingly
proceed against him.

Mr. Toyokawa Ryochi, from a banker's point
of view, gives his opinion of the Kyushu Rail-
way question. His earnest wishes are to see
peace between the two factions. The Mitsui
Bank holds about 20 million yen worth of
shares and security, and the Mitsubishi, No. 1,
No. 100, and Teikoku Shogyo Bank have each
of them from 2 million yen to 5 million yen
worth. If the strife continues the price of
shares may fall 10 per cent. or so and cause
panic in the markets at large. *Japan Mail*.

We *Japan Herald* hear that some foreign
firms have converted themselves into Japanese
companies. As such they are Japanese juridical
persons, and claim that they can buy and own
land just as Japanese subjects. This is im-
portant, and although no official statement to
that effect has been given out, it seems as if
Dr. Lönholm was correct. By this method
foreigners can easily evade the law, that they
cannot hold property as their own, by simply
forming partnerships with members of their
family, have them registered as Japanese com-
panies, and through this process, become
Japanese juridical persons.

The annual meeting of the Hongkong St.
Andrew's Society was held on Tuesday after-
noon. Captain G. C. Anderson, Vice-Presi-
dent, presided, in the absence of Mr. J. J. Bell-
Irvine, who resigned the office of President on
his departure from the colony in May last.
Captain Anderson was elected President for the
ensuing year. Hon. T. H. Whitehead Vice-
President, Mr. D. R. Crawford Hon. Treasurer,
and Mr. D. Wood Hon. Secretary. The ballot
for the Committee resulted in the election of
Mr. G. Murray Bain, Mr. J. C. Peter, Dr.
Kennie, and Mr. J. McKie. It was decided to
celebrate St. Andrew's Day by a Ball.

The Tokyo *Asahi* contained a statement
the other day to the effect that the German Lloyd
Steamship Company had withdrawn from the
Union of Ten Companies—including the Nippon
Yusen Kaisha—which rules the freights going
from or coming to Japan. We *Japan Herald*
are authorised by Messrs. H. Ahrens & Co.,
the agents of the North German Lloyd, to
say that the above report is totally without
foundation and that they have no intention
whatever of withdrawing from the freight
conference. Moreover by virtue of their position
as members of the conference they can safely
affirm that the N.Y.K. has no such intention
either. It is a pity, adds our contem-
porary, that reports of this kind should be
published without proper investigation of their
truth or falsity.

Two enquiries were held this afternoon at
the Magistrate's into the circumstances attend-
ing the death of a Chinese woman who was found
hanging in a pig-sty in Little Hongkong, and
the other of a Chinaman who was found dead
in Po-hang Street on the 22nd instant. Dr.
Lowson gave evidence in the latter case that
death was caused by hemorrhage into the
abdomen by a ruptured spleen. Indian con-
stable 798 gave evidence of finding the dead
body on some steps and taking it to the
Central Police Station. Inspector MacNab
testified to having received the body, which
has not been identified. The man might pos-
sibly have fallen down the steps. Adjourned
to make enquiries at the Tung Wa Hospital.

Of the other enquiry, Chai Chung, a Chinese
woman, living at Little Hongkong, said that
on the 19th instant, at 3.00 p.m., she saw
deceased chopping up vegetables. At 4.30
she went into the pigsty and saw her hanging
by a red scarf round her from a beam.
Witness's husband reported the matter to the
police. Deceased had hanged herself because
her husband was ill, and the family was re-
duced in circumstances. She had previously
threatened to commit suicide. She had been
married ten years and did not quarrel. She
appeared to be in her normal frame of mind on
the day she hanged herself.

Dr. Lowson gave evidence of having made a
post-mortem examination and arrived at the
conclusion that the immediate cause of death
was strangulation. In addition, there was a
considerable inflamed gland on the right side of
the neck and elsewhere; these had the appear-
ance of being plague, and he thought at the
time that the woman had been suffering from
plague, but had no means at hand to make a
fuller examination. His Honour therefore
gave a verdict of suicide, committed whilst
deceased was in an unsound mind.

APPOINTMENT OF A SELECT
COMMITTEE.

At a meeting of the Sanitary Board held on
June 17th, 1899, the President proposed the
appointment of a select committee for the pur-
pose of house to house visitation, the removal
of illegal cubicles and cocklofts, the stopping
of illegal occupation of basements and the oc-
cupation of common lodging houses. The
question has now risen concerning this select
committee. Dr. Clark, in his minute, saying that
the committee has practically ceased to exist
or at least it does not exercise its functions and
suggesting that a fresh resolution, making the
Medical Officer of Health and the Secretary
into a committee for the above purposes. The
question was brought before the meeting of the
Sanitary Board this afternoon when the Presi-
dent (Dr. Alkinson) proposed—that the Medical
Officer of Health and the Secretary be appoint-
ed a Select Committee, under the provisions of
section 3 of Ordinance 11 of 1895, for the pur-
pose of granting permits for the construction
and maintenance of cocklofts and cubicles, and
for the occupation of basements in accordance
with sections 6, 7, and 8 of Ordinance 15 of 1894
and the Byelaws made under that Ordinance.

V. R. O.'s ANNUAL AQUATIC
SPORTS.

A SUCCESSFUL MEETING.

Yesterday's programme ended a very success-
ful meeting, the weather on each of the three
days being very fine. The ladies patronised
yesterday's events in great number, and promi-
nent among them were Lady Blake, Com-
modore Mrs. Powell, Commander Mrs. Hast-
ings, Madame Violette, etc. A. A. Alves
was the winner of the championship prize,
presented by Commander Hastings for obtain-
ing most points in non-handicap events. The
grassy pool event was included in the day's
programme and was won by Herbst at the first
time of asking. On reaching the box a duck and
pig were liberated, and as on the day previous,
there was a scramble in the water with the
swimmers. J. C. Logan caught the pig and
Herbst the duck. The band of the Royal
Welch Fusiliers discoursed some very sweet
music during the afternoon.

After the reports the prizes were presented by
Lady Blake in the gymnasium, where a
big audience assembled. Commander Hast-
ings opened the proceedings with the follow-
ing remarks:—Ladies and gentlemen,
We have now arrived at the end of three
days' good sport, and it only remains to
present the prizes to the successful com-
petitors. I venture to express the opinion that
the racing this year has been of a very high
standard, and probably the most agreeable fea-
ture of it all is that we have so many promising
young swimmers coming on. As a Club it has
been a source of great satisfaction to us to see
the growing interest of His Excellency, our
President, in our aquatic entertainments, and it
gives me great pleasure to have Lady Blake
with us to-day. Our pleasure, however, is
not unalloyed. We must not forget that this
is probably the last aquatic sports that will
be held within the Club's enclosure. We
have been tenants of this site for very many
years. We hear that we are about to be evic-
ted on any day, and that without compensa-
tion. I fear we could not hope to be successful
in any claim for compensation on the score of
improvements on our property, but it must be
borne in mind that we have been tenants on
leasehold, and not having the security of
tenure the Committee was not justified in ex-
tending more permanent buildings than the present.
But though they are not entitled to compensa-
tion for improvements to the property, on the
other hand we have contributed very largely to
the improvement of the manhood of the colony,
and are on that account entitled to some
consideration. (Hear, hear.) We venture to
think that the Hongkong Volunteers Corps owe
something to us, as we have been instrumental
in developing the thews and sinews of the
members. (Hear, hear.) We hope some day
the Club house in better quarters. It is
essential to any well ordered community
that it should have some sort of association
for the cultivation of manly sport, and the
members of this Club feel that they can appear
with confidence to the proper authorities for
fair consideration and for assistance in securing
another suitable site on which to continue the
good work the Club was founded to foster.
(Applause.) I have now much pleasure in
asking Lady Blake to present the prizes.

A beautiful bouquet of flowers was presented
to Lady Blake by the Chairman of the Club after
the prizes had been distributed, and one of the
most successful meetings ever held concluded
with three cheers for her ladyship.

MEMBERS' RACE—Two Lengths (Handicap).
Two prizes. First prize presented by H. E.
Sir Henry Blake, G.C.M.G. First in each
heat to swim in final.

First Heat.
F. P. Musso Oves 3 "Go" 1
S. R. Moore " 6 " 2
F. M. Rosa Pereira " 6 " 3
J. H. R. Hance " 10 " 4
A. E. S. Alves " 14 " 5
Times, 55 1/2 sec.

Second Heat.
A. J. Mackie Oves 1 "Go" 1
J. C. Logan " 6 " 2
R. Henderson " 4 " 3
I. Grant Smith " 12 " 4
A. H. Alves " 14 " 5
Times, 58 1/2 sec.

Third Heat.
H. A. Lammett Oves 9 "Go" 1
R. Lapsley " 13 " 2
J. Mills " 9 " 3
F. W. White " 9 " 4
A. Humphreys " 3 " 5
Time, 50 1/2 sec.

Fourth Heat.
F. Silva Netto Oves 0 "Go" 1
J. M. Rosa Pereira " 7 " 2
E. Herbst " 9 " 3
Frank Jorge " 13 " 4
Time, 60 sec.

Final.
Lammett Oves 1 "Go" 1
Logan " 6 " 2
Time, 50 1/2 sec.

Five started in the final on account of Mackie
and Logan tying in the second heat. Lam-
mett got the best of Logan by about two yards.
A very good race.

RUNNING HEADERS FROM SPRING BOARD.
Two prizes.

J. M. S. Machado 1
A. A. Alves 2
F. W. White 0
R. Lapsley 0
Frank Jorge 0
A. E. S. Alves 0
J. H. R. Hance 0
Some very good diving was done by the
seven competitors. A. A. Alves and Machado
tied, but on diving against the latter was awarded
premier position.

WATER POLO (Teams of seven).
White 1
Red 0

J. M. S. Machado F. M. Rosa Pereira
C. E. A. Hance J. H. R. Hance
E. Herbst A. Loureiro
R. Lapsley H. A. Lammett
Frank Jorge A. Humphreys
R. Henderson W. Armstrong
A. E. S. Alves (Capt.) A. A. Alves (Capt.)

For sometime it looked as if the sides were
very equally matched, and the first half ended
with no score, although the goal-keepers had
to handle smartly on two or three occasions.
The second half proved very one-sided indeed,
A. A. Alves doing smart work in scoring three
goals; Humphreys put another through, and
the game finished—Keds 4, Whites 0.

THE PLAGUE.

Cases reported to 27th instant 1,468
Do. do. during past 24 hours 0

Total 1,468

Deaths reported to 27th instant 1,411
Do. do. during past 24 hours 0

Total 1,411

Diamond cut Diamond. "Ma mither sent
me for a pun' o' beef, an' y'se be better than
the last, w' I n'ae fit for 'n'ee in it." "Gang
home, m' lad, an' tell yer mither tae buy
cheese."

INCREASE OF SANITARY STAFF.

The report of the Committee composed of
the President, Medical Officer of Health, and
Mr. Osborne, on the above subject has been
circulated to the members of the Sanitary
Board. It is as follows:—

We have carefully considered the question
of the necessity for additions to the present
Sanitary Board staff, and are of the opinion that
an assistant Medical Officer of Health should
be obtained from England at as early a date as
practicable.

He should possess a Diploma in Public
Health, should be under 30 years of age and
should be appointed to the Sanitary Depart-
ment but on the understanding that in cases of
emergency his services must be at the dis-
posal of the Medical Department of the Colony.
He should receive a salary of \$2,400 per annum
rising by annual increments of \$300 to \$3,600
per annum, together with quarters or a house
allowance of \$720 per annum and conveyance
allowance of \$288 per annum.

We also recommend the appointment of
three First Class Inspectors, and two additional
Second Class Inspectors of nuisances, whose
services will be mainly employed in con-
nection with overcrowding, house drainage,
and the prevention of food adulterations and as
reasons of this increase of staff we would give
in addition to those mentioned by the Medical
Officer of Health in his report to the Sub-
Committee under date of July 21st, 1899, the fact
(1) that Bubonic Plague may now be said to
have become endemic in the Colony and will
therefore require the greatest vigilance on the
part of the Sanitary staff to hold it in check and
(2) that during the five years 1894-1898 the
Sanitary Board received most valuable assis-
tance from the Police Department in combat-
ing the various outbreaks of Bubonic Plague,
thus during 1894 they had the exclusive ser-
vices of 13 European police officers during a
period of two months, while in 1898 equally
valuable assistance was rendered, but during
the present year it has been found quite im-
possible by the Hon. Captain Superintendent
of Police to spare any European Police for
this work, and we are given to understand that
we cannot count upon the assistance of the
police in future, and other reliable Euro-
pean assistance has not been obtainable, with
the exception of the few Volunteers who
kindly came forward for a few weeks, and
proved to be the close of the epidemic. The
assistance of the Volunteers is also not to be
reckoned upon in future as the feeling amongst
the community is that the Government ought
to provide a staff that should not require Volun-
teer aid except in cases of grave emergency.

Each of the Drainage Inspectors will require
a Chinese foreman at a salary of \$100 rising to
\$125 a month.

We also recommend that the clerical staff of
the Department should be strengthened by
placing the temporary Portuguese clerk, who
was appointed in April 1898, on the permanent
staff and by the addition of another
Chinese clerk at a salary of \$20 a month.

Extract from Report of the Medical Officer
of Health to the Select Committee.

I beg now to direct the attention of the Com-
mittee to the following matters which, in my
opinion, cannot be adequately dealt with by
the present staff and which, it may well be
argued, are entitled to receive more attention
in the future than it has been possible to give
to them in the past.

OVERCROWDING.—The abatement of
overcrowding necessarily involves night visits
to domiciliary visits to view the hours
of 11 p.m. and 5 a.m. (vide Ord. 15 of
1894) and this work is at present done
by one of the First Class Inspectors,
but in order to be effective and to have
any appreciable result such visits should
be made every night, and this can hardly be
done by an Inspector who has in addition
the supervision of two Health Districts,
several cemeteries and of the lime-washing of
tenement dwellings. Night visits frequently
involve prosecutions and place both these
matters in the hands of the same man with
also the service of all Sanitary Board notices
as evidence of such service is required when
prosecuting, and I consider that at least two
additional Inspectors could devote the whole
of their time to night-visitations and prosecu-
tions and that their services are necessary if
any systematic attempt is to be made to deal
with the question of overcrowding.

ADULTERATION OF FOOD AND DRUGS.—
Early in 1896 the Government, at the instiga-
tion of the Sanitary Board, passed an ordinance
dealing with the question of the Adulteration of Food
and Drugs, but this ordinance has practically re-
mained a dead letter since it was passed owing
to the absence of any staff to administer it.
During 1898 only 35 samples were analysed in
accordance with the provisions of this Ordinance,
and of these no less than 27 were
specimens of wines and spirits mostly forward-
ed by the Police, nine of these specimens were
found to be adulterated, while of six samples
of milk submitted during the year no less than
four were found adulterated, and in view of
the many cases of Typhoid Fever which are tra-
ceable to the adulterated milk I consider that
it behoves the Sanitary Board to recommend
the employment of one Inspector who
shall devote the whole of his time to
the administration of this Ordinance, with
a view to the protection of the community from
such diseases as arise from adulterated or
decomposed food.

HOUSE DRAINAGE.—During the past two
or three years great progress has been made
with the re-drainage of the domestic

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTANI MARU..... J. Thom	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	TO-MORROW, 29th Sept., at 4 P.M.
KAGOSHIMA MARU..... R. Nunome	KOBE and YOKOHAMA	TO-MORROW, 29th Sept., at 4 P.M.
HIROSHIMA MARU..... S. Yoshikawa	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 3rd October, at Noon.
SADO MARU..... W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.
TAMBA MARU..... J. W. Wale	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	SATURDAY, 21st October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 26th September, 1899.

Dr. KNORR'S ANTIPYRINE

patented "LION BRAND." In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM, NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

HONGKONG CANTON AND MACAO STEAMBOAT CO., LIMITED.

PROCESSION OF OUR LADY OF ROZARIO.

SPECIAL CHEAP EXCURSION TO MACAO.

WEATHER Permitting the Steamer "HONAN" will leave for MACAO, on SUNDAY, the 1st October, at 9 A.M., and on the Return Trip will leave Macao at 10 P.M. The Procession of Our Lady of ROZARIO is announced to take place in the Afternoon.

SPECIAL EXCURSION FARE \$2.50 Return. No Single or Second Class Fares. Chinese Servants 50 cents each Way. Bicycles 30 cents each.

TICKETS may be purchased at the COMPANY'S OFFICE or on Board the Steamer before she leaves.

T. ARNOLD, Secretary.

27th September, 1899.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on TUESDAY, the 3rd October, 1899, at 5 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE, Secretary.

Hongkong, 25th September, 1899. [12274]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY SIXTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 12th October, 1899, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1898 and for the Half Year ending the 30th June, 1899, and of declaring Dividends. The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive.

By Order of the Board,

DOUGLAS JONES, Secretary.

Hongkong, 20th September, 1899. [11499]

THE GENERAL CATALOGUE

BUYERS' GUIDE

ISSUED SEMI-ANNUALLY BY

MONTGOMERY WARD & CO.

THE GREAT MAIL ORDER HOUSE.

Chicago, U.S.A.

IT IS THE MOST COMPLETE IN THE WORLD

It has more than 11,000 illustrations, about 10,000 quotations of prices, weights &c. and contains over 100 pages. Everything you want or wish to see in the way of goods is here. It is a book to put on the table, and to turn to when you want to buy. It is a book to put on the table, and to turn to when you want to buy. It is a book to put on the table, and to turn to when you want to buy.

Montgomery Ward & Co.,

111 to 120 Michigan Ave., Chicago, U.S.A.

THE POPULAR DINING ROOMS,

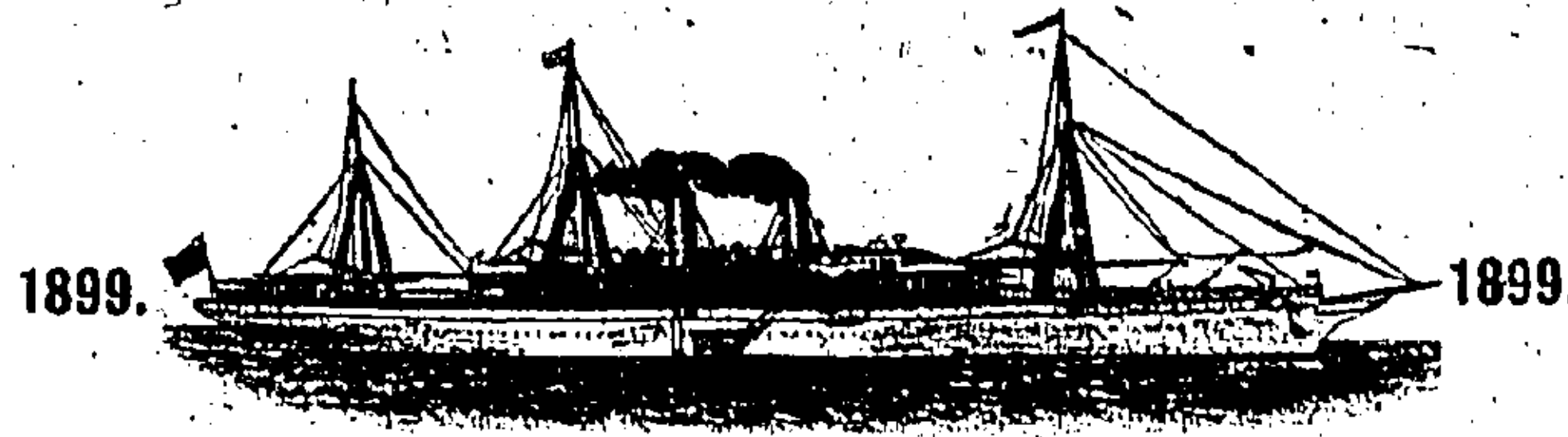
18, PRAYA CENTRAL, (Near Hongkong Hotel).

WILL OPEN shortly. Good Home Cooking and Meals at all hours.

Hongkong, 23rd September, 1899. [12112]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1899. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK. THE 3/3 A.I. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & CO., Hongkong, 20th September, 1899. [11984]

FOR NEW YORK. THE 3/3 A.I. American Ship

"CHALLENGER," Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & CO., Hongkong, 19th September, 1899. [1724]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA.....	HAVRE and HAMBURG.	12th Oct.	Freight and Passage.
*HEIDELBERG.....	(LONDON with transhipment in HAMBURG)	About 5th Nov.	Freight and Passage.
Schiller.....	HAVRE and HAMBURG.	About 15th Nov.	Freight and Passage.
ANDALUSIA.....	(LONDON with transhipment in HAMBURG)	About 25th Nov.	Freight and Passage.
Schönfeldt.....	HAVRE and HAMBURG.	About 5th Dec.	Freight and Passage.
*SIBIRIA.....	(LONDON with transhipment in HAMBURG)	About 20th Nov.	Freight and Passage.
Hildebrandt.....	HAVRE and HAMBURG.	About 30th Nov.	Freight and Passage.
BAMBERG.....	(LONDON with transhipment in HAMBURG)	About 10th Dec.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U.S. Mail Steamship "CHINA," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899. [11]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

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J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899. [11]

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE

N.B.—Cargo can be taken on the above BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

Sachsen... Wednesday 11th Oct.

Bayern... Wednesday 18th Nov.

König Albert... Wednesday 19th Dec.

Prinz Heinrich... Wednesday 27th Dec.

Preussen... Wednesday 10th Jan.

Kaiser Wilhelm... Wednesday 24th Jan.

Sachsen... Wednesday 7th Feb.

Hamburg... Wednesday 21st Feb.

Bayern... Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct. 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Mentz, with CARGO, PASSENGERS, SPECIES, and MAIL, will leave this Port, above calling at NAKASAKI and OYOTA.

Shippers Orders will be granted all Noon on MONDAY, the 9th October. Cargo and Species will be received on board until 5 P.M. on TUESDAY, the 10th October. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 22nd September, 1899. [1330]

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE

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Bayern... Wednesday 7th Mar.

BOER AND BRITON.

We hope and believe that the prospects of peace in South Africa are brightening and though there is some vagueness in the news from that quarter, all that we do positively know seems to be making for a peaceful settlement. President Kruger, it is reported, has made such concessions as will, in the main, correspond with those asked for by Sir Alfred Milner at the Bloemfontein Conference, stipulating only that the integrity and internal independence of the South African Republic shall be guaranteed. If this is so we do not see what remains for discussion, unless it is held that behind the apparent concession there is a determination not to really concede. But we confess we do not perceive this, and that a belief in the good faith of President Kruger is more dignified and honourable for our Government goes without saying. The really sinister feature of the situation is that, as more and more concessions are announced, so more and more demands are put forward by the Uitlanders, who, as one of their number said with inconvenient candour, do not want the vote, but do want the mines. If we are to go on making demands of a nature which it is impossible the Boers should concede, we shall be in the odious position of rendering a peaceful settlement out of the question. But we must not suppose that the irrepressible vapourings of a few persons with ulterior objects of their own to serve are to be taken as expressing the views of the British Government. We must assume, notwithstanding certain injudicious words which Mr. Chamberlain has let fall, that the Government honestly stands by the Bloemfontein Conference; and therefore that, if President Kruger has conceded substantially all that the Cape Commissioner asked for at that Conference, the tension is over, and details only are now in question. If that is not the case, either there is no concession, or the Conference would become a mere farce, in which our representative masked his real designs, and so played a very unworthy game. We cannot assume that.

It is undoubtedly a pity if the intended concession, that President Kruger did not adopt this policy at once, instead of by his delay, allowing the war spirit to arise and preparations for war to be made. The expense which has been caused might have been avoided by more judicious actions and a more considerate temper. At the same time, we must say that the outcry here and in Natal against the Boer preparations for war is the very least that we are to send out. It is a mere outcry, and it is to be expected that the Boers against whom these are to be used are to sit down quietly and cultivate farms as if nothing at all was taking place. This is sly, arrogant nonsense. However unwisely the Boer Government may have acted in the interests of peace, it must be allowed that if they held that the British are determined to crush their autonomy, they are not only justified in defending it, but are morally bound to do so, and surely we should despise them if they did not. At the same time, both from their own and the British point of view, it is sad that things have come to such a pass.

What we all surely need now is a reasonable and peaceful spirit all round. We, on our side, need to curb the ugly temper which talks about "avenging" a battle in which our troops were beaten, and to discountenance those who, not content with franchise concessions, assert that we should now demand armor reforms, and even compel the Boers to disarm. The Boers, on their side, need to remember on the one hand that the world moves, and they must move with it, and on the other that the Transvaal is not a mere backwater, but a part of the world, and that the world is not to be ruled by a few men in a remote corner of the globe. England, as a whole, is not by any means in a warlike temper, notwithstanding the efforts of some journals to fan the flames, and most people would be glad to see an end of this snarling, if only the Boers made a straightforward and open "confession and avoidance," as the lawyers say. But so many injudicious or calculated words of a hostile nature are uttered and printed that it is not easy to arrive at a fair settlement. We have referred to the extreme Uitlander demands. We may also refer to the utterance of Mr. Rhodes in the Cape Parliament on Wednesday. He predicted peace, it is true, and that may be counted to him for righteousness, but for the reason he gave. There will, he said, be peace, because Mr. Kruger, yielding to irresistible force, will climb down, and that consequently in future the Transvaal will be in the hands of the Uitlanders, the very kind of talk which is an incentive to Mr. Kruger not to yield. For why should any human being be so stupid as to yield to force? Cannot everyone see how far better it is to build a golden bridge so necessary for the future peace of South Africa than to brag about the coming surrender of your opponents, merely because you have the heavier battalions? To take that line is to compromise the whole of your case against the Transvaal Republic.

Nor do we think that the display of a warlike Imperialist temper is a good or wise way of serving the ostensible cause of equal political rights in South Africa. We are told by noisy people, who know very little of what they are talking about, that "Imperialism" requires that, or that, and that we stand any more on the Boers or the South African Empire will be ruined. If that were true, if a few thousand Boers could really endanger British rule in Africa, we should have to infer that the British South African Empire was the weakest known in history. In the same way we deprecate the passing of such resolutions as that passed by the Canadian Parliament, whose members no doubt wished to show their affection for the Mother Country, but who might perhaps be more usefully engaged in attending to Canadian business. We cannot forget, moreover, that the same Canadian Parliament passed a resolution in favour of Irish Home Rule; so that, apparently, it can vote from anti-Imperialism of an extreme type to the most extreme Imperialism without any consciousness of inconsistency. We have a great regard for our Canadian friends, but we may mildly suggest to them that their own little affairs, and that we think we can settle it. We do not think it dignified or wise to hint by resolution that the fate of the British Empire depends upon whether a certain number of miners and capitalists on the Rand are to qualify for the vote during seven years or five. Do not let an exaggerated Imperialism make us ridiculous before the world. Our Empire was not built up that way.

In a word, what we all need is a firm, but reasonable and good temper. No human being can really want war, assuming that he has knowledge and imagination enough to realise what war means. The moneyed element we believe does not want it now, whatever they may have been the case at one time. The Boers do not want it, for they know their State would be crushed. Cape Colony does not want it, as her political chiefs have shown. The British Government cannot want it, for whatever the immediate outcome, they must know that war would plant the seeds of discord in South Africa for centuries to come. Therefore it is the interest of every right-minded element to accept the general terms of the Bloemfontein Conference, and to denounce that Uitlander element which uses the concessions made as an excuse for further and further demands. *Economist, August 2nd.*

NEWS FROM JAPAN.

(From Japan Papers.)

Japanese Public Opinion on the Transvaal Affair.

If the *Fiji Shingo* and the *Nichi Nichi Shimbun* may be regarded as fair exponents of Japanese public opinion, England's attitude towards the Transvaal is entirely approved in this country. Reference to the *Nichi Nichi* views was made by us in a recent issue. The *Fiji* now writes in the same strain. It says that there has not been the smallest display of impatience or lightness on Great Britain's part; that the position taken by her has been moderate and fair, and that it is impossible for her to suffer herself to be flouted continually by a vassal state. At the same time, our contemporary thinks that this trouble has occurred most opportunely. For England had just conceived a great plan of South-African federation, including the building of long lines of railway to connect the various parts. The Boers, standing, as they do, against all real progress, and actuated by an exclusive policy, would have been a fatal obstacle to the consummation of that project. They have, therefore, provoked forcible interference precisely at the moment when it seems that England's policy is about to be carried out. Possibly they count on the sympathy, if not the active support, of Continental Europe. But the *Fiji* thinks that, if England stands firm, neither France nor Germany will be disposed to intervene. Our contemporary's only apprehension is that, while England is occupied with the Transvaal, the opportunity may be seized by certain other Powers to make aggressions in China. Japan must watch the course of events very closely. —*Daily Mail.*

A Mission Schooner for Japan's Islands.

A dedication ceremony which took place at Yokohama on Wednesday on board a new schooner, the *Fukin Maru*, built for the Baptist Mission, is described by the *Japan Gazette*. The vessel is the gift of a Scottish shipowner and has been built by Messrs. Onoda at Honmoku. She is intended to carry missionaries, native and foreign, to engage in evangelistic work among the small islands of the Japanese Empire, especially those in the Inland Sea, and those lying between the Straits of Shimonoseki and the Kuroshio. The master and missionary in charge is Mr. Luke W. Bickel. Mr. Bickel was formerly on the Ross Line of Steamers plying between London and Montreal, and afterwards was engaged in evangelistic work in London. He takes with him two or three Japanese Christians and a crew of nine all told. The vessel sails to-day (Friday) with the object of visiting some of the islands where Christianity has not yet been introduced.

The Salvage of the "Morgan City."

The *Admiral* of 16th September says:—Information reaches us that the divers who have been at work on the *Morgan City* at Innishima for some days past, have succeeded in recovering the whole of the mail, some two hundred bags in all, which has been sent to Kobe for transmission to Manila. The clothes of the crew and a quantity of provisions have also been salvaged. A thorough examination of the vessel has been made, and the result wired to the owners and underwriters, operations now being suspended until instructions are received. The examination discloses that there is a hole in the bow of the vessel about twelve feet in extent, and that it is probable three plates on either side will have to be replaced. The vessel apparently struck the rocks quite high up, as the hole is above the waterline. When she struck, the impact was such that she went on her side, and the cargo, which was all in the hold, was scattered all over the deck. The vessel was so quickly filled, as soon as she came off the rocks. She lies in a fairly sheltered position, and there seems good prospect of raising her without very great difficulty should orders be received to this effect.

The Fire on the "America-Mar.".

Tokyo, 18th September.

It will be remembered that some time ago the *America Maru* left Yokohama for San Francisco with burning coal in her bunkers. She put back to Yokohama on Sunday last, under what might be called most distressing circumstances. When about 820 miles from Yokohama fire was discovered in the second compartment. The captain and officers tried to keep the matter secret from the passengers, so as not to cause excitement among the latter. But as the smouldering fire assumed dangerous proportions, in spite of the utmost efforts to quench it, the passengers became acquainted with the serious state of affairs. The steamer was then turned round and headed for Yokohama at full speed. The iron partitions separating the compartment in question from the rest were red-hot and emitted tremendous heat. Great confusion and excitement existed on board the steamer, all the passengers uniting in the condemnation of the management. The mail matter alone was saved, and was practically untouched. All the cargo, including tea, etc., which there were over 1,200 tons of, was supposed to be more or less damaged. The passengers on disembarking at Yokohama, made serious charges against the Company. The latter offered to compromise the matter by refunding the expenses incurred by the passengers. It is stated, with what justice we do not know, that the captain and the European officers of the steamer ascribe the fire to causes other than the fire in the port coal bunkers. Competent authorities, however, condemn this, and think that the coal on fire was responsible for the accident, which, under less fortuitous circumstances might have ended in dire calamity. Pending an official investigation it is premature to offer an opinion, one way or the other. This much may be said, that the company is gaining an unenviable reputation. The indifference shown in the present instance by authorizing the steamer to leave with burning coal, and in endangering the lives of passengers by sending them to sea in a burning vessel, will not redound to the credit of the company.

Mr. Asano, President of the T.K.K., is reported to have said that the company called the attention of the captain to the danger of leaving Yokohama with fire in the steamer's coal-bunker, but the captain and the first engineer assured him that there was no danger at all. He further thinks that the captain erred in ordering the steamer to return to Yokohama, and that he should have headed for Honolulu. Mr. Asano expects that the *America Maru* will be ready by the 24th inst. to leave for her destination. The Japanese emigrants (113), who formed the bulk of the passengers, have decided to go by the *City of Peking*, leaving Yokohama on the 19th inst. The saloon passengers have also decided not to cross the Pacific in the *America Maru*. —*Kobe Chronicle.*

The Disagreeable side of Japan.

Mr. Tokutomi, for we take it that he is the writer—tells in the columns of the *Kokumin Shimbun*, now on his recent journey to the West, he met a great many people who declared that they were tired of Japan—not tired of the country, for they admitted that its scenery

was perennially delightful, but tired of its people, who seem to think that the foreigner is before all things a person to be cheated and fleeced. When passing through Italy, the *Kokumin* contributor, himself, learned the significance of that feeling, for the sights of the historic country were deprived of much of their charm by the extortionate methods of the inhabitants. Nevertheless it is calculated that tourists spend 130 million yen annually in Italy, and the foreigner is certainly better treated there than he is in Japan. Switzerland, is pre-eminent among Western countries for its appreciation of what is due to the stranger within the gates, and Switzerland ranks an immense benefit in consequence. It is fair, enough that hotel-keepers in Japan should charge more to foreign than to Japanese guests, for the former give a great deal more trouble than the latter, and take up more room. But it is killing the golden-eyed goose to bleed the foreigner at every pore until he becomes too indignant and disgusted to remain another day in the country, and goes away resolved to warn all his friends against coming. We did not know that things were quite as bad as that, but it would seem that they are, from what the *Kokumin* says. In one respect, however, we can fully endorse our Tokyo contemporary, for it is a matter which we have often discussed in these columns—the singular short-sightedness of the bric-a-brac dealers, who not only carry on an extensive business in spurious antiquities, but also have a special price for the tourist. The result of such folly is that the tourist carefully avoids Japanese shops, for he knows that he can get better things of the same kind at lower prices in London, Paris, or New York. —*Daily Mail.*

The Setting Sun of Buddha.

The apparent decay of Buddhism in Japan forms the theme of an interesting article in the *Fiji* (as translated by the *Japan Advertiser*). Throughout the country the Buddhist temples are in a poor state of repair; tiles are wanting on the roofs; the sacred images of Buddha and his disciples are exposed to wind and rain and the ravages of vermin. On the days set apart for special observances the priests represent both preacher and congregation. In the pre-restoration days the temples had their inherited followers whose offerings of rice and money served support the upkeep of the buildings to maintain the daily necessities. Prior to the Restoration Japan had a population of some thirty millions, all of whom, though attached to various sects, were Buddhists. During the past thirty years this population has increased by some ten millions and, had the priests pursued their ancient methods, the ranks of Buddhists would have been strengthened accordingly. Ever since the inauguration of the restoration era, however, people have been turning aside from the ancient faith. Some have been converted to Christianity; others have become Shintoists. In Christianity, others have turned to the cult of Buddhism in Japan is, not only inevitable, but eagerly awaited. To the decay of religious belief must be attributed the enormous increase of crime throughout the land—the murders, and suicides, the frauds, committed even among nearest relatives. Many people attribute the waning influence of Buddhism to the immorality of the priests, but the *Fiji* thinks that the government can hardly be exonerated from a share of the responsibility. The latter, under the old regime, used to keep the priests severely controlled, but with the dawn of the new era, they issued regulations annulling compulsory celibacy and vegetarianism.

Emmanuel in Jail.

If the New York *World* of August 2nd can be relied upon, "Schlitz" Emmanuel has got himself into a scrape that will require two or three silk handkerchiefs to keep his head above water. The *World* says a Yokohama journey which also publishes the cutting from the *World*, "Schlitz Emmanuel," as he was called in the East, was not long ago in Manila and Hong Kong, and is well known in both places. The *World* says:

A. H. Emmanuel, an agent for the Milwaukee Brewing Company, living at No. 217 West One Hundred and Twenty-eight street, was one of the saloon passengers who arrived on the North German Lloyd Line steamship *Prinzess Alice* from Bremen yesterday morning. He was met on the pier by his wife and daughter. Mr. Emmanuel is a portly man. It was very sultry on the pier and he made frequent use of a silk handkerchief to wipe off the perspiration. He fumbled in his pockets and looked uneasy.

Special Inspector Donohue and Brown kept near the nervous passenger. They ascertained that he had declared only table linen and leather pocketbooks worth \$47.72.

Presently Donohue saw Emmanuel slyly pass a bracelet to Miss Emmanuel. The inspector stepped between them and said politely, "I beg your pardon, madame; the bracelet, if you please."

The woman reddened and handed it over. It was found to be studded with curious jewels. Meanwhile Inspector Brown had seized Mr. Emmanuel's handkerchief and opened it. Within the folds were pinned a brooch, containing three diamonds and a gold watch. The agent's clothes were then carefully but vainly searched.

The Emmanuel protested against the seizure, and the search, but they could not explain satisfactorily.

The jewelry, valued at \$2,500, was sent to the seizure room in the Appraiser's Stores and Emmanuel was arrested on a charge of smuggling and taken before United States Commissioner Russ, of Hoboken, who demanded \$1,000 bail.

Not having the pull of Mrs. Phyllis E. Dodge, who was detected with much more costly jewelry in her possession which she had not declared a few weeks ago, Emmanuel was obliged to go to jail.

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old patterns. Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor-Schools, who are taught by the Sisters. Hongkong, 22nd April, 1899. [493]

NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have, this Day, been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed. Eth. F. SKERTCHLY, Manager. Hongkong, 1st May, 1899.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, at his Sales Rooms, Zetland Street, No. 2, SATURDAY, the 30th September, 1899, Commencing at 3 P.M. A LARGE AND VALUABLE LOT OF DIAMONDS AND JEWELRY. All guaranteed to be genuine Brilliants and 18 Carat Gold. Comprising:— BROOCHES, EARRINGS, SCARF-PINS, LADIES' AND GENTS' RINGS, BRACELETS, PENDANTS, with DIAMONDS, RUBIES, EMERALDS, SAPPHIRES, ALEXANDRINES, OPALS and PEARLS. Catalogues issued Prior to Sale. On View at the Undersigned. Terms of Sale:—Cash before delivery. PAUL BREWITT, Auctioneer. Hongkong, 23rd September, 1899. [12063]

GOVERNMENT NOTIFICATION.

No. 511.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 2nd day of October, 1899, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office. Hongkong, 16th September, 1899. [12221]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, lot area of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots.	Boundary Measurement.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1.	Lot 1, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
2.	Lot 2, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
3.	Lot 3, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
4.	Lot 4, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
5.	Lot 5, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
6.	Lot 6, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
7.	Lot 7, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
8.	Lot 8, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
9.	Lot 9, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.
10.	Lot 10, Mong Kok Tsui.	1. 0. 0.	£ 300.	£ 300.

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd October, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1899. [12238]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowrington Saw Mills. GROUND FLOOR, 32, PEARL STREET. OFFICES—1st floor, No. 10, PRAVA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.) "HARFORD" MAGAZINE GAP. No. 4, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA). Apply to Comptroller Office, E. C. HOCHAPPEL. Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Sumner Road. "H." c/o of this Office. Hongkong, 17th May, 1899. [664a]

For Sale.

FOR SALE.

THE STEAM LAUNCH, WINDSOR HOTEL, 1 Year Old, 18 feet Keel, 11.6 Width, 6.4 Depth. COMPOUND ENGINE. Apply to P. BOHM, Windsor Hotel. Hongkong, 21st September, 1899. [12]

FOR SALE.

HOTEL BUSINESS in NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health. For further Particulars, apply in First Instance, by Letter to G.W.W., Office of this Paper. 14th September, 1899. [1777a]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID. THE BEST DISINFECTANT. AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897. [11]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "HAIMUN." Captain Davis, will be despatched for the above Ports, TO-MORROW, the 29th instant, at 10 A.M. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 28th September, 1899. [1230a]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

"LEGASPI." Captain A. Yillar, will be despatched as above on SATURDAY, the 30th instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light. For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents. No. 6, Beaconsfield Arcade, Hongkong, 27th September, 1899. [1231a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

"ESMERALDA." Captain Colman, will be despatched for the above Port, on SATURDAY, the 30th instant, at 5 P.M. This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 25th September, 1899. [1230a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"ORESTES." Captain Pulford, will be despatched on TUESDAY, the 31st October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1221a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

"MAIZURU MARU." Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 1st October, at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 25th September, 1899. [1213a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR." Captain J. G. Olfert, will be despatched for the above Ports, on MONDAY, the 2nd October, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 26th September, 1899. [1235a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship "AIRLIE." Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1899. [1149a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

"NANCHANG." Captain Finlayson, will be despatched as above on THURSDAY, the 5th October. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th September, 1899. [1229a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

"PING SUEY." Captain C. de La Perrelle, will be despatched for the above Port, on TUESDAY, the 30th October. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 26th September, 1899. [1202a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"CALCHAS." Captain Gregory, will be despatched as above on TUESDAY, the 17th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARCILL." will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks. For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 7th September, 1899. [941a]

Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamship "JAVA." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Italy, 22 S.S. *Thames*. Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY. Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 22nd September, 1899. [1215a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"BINGO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 2nd October, will be subject to rent. All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 2nd October, and THURSDAY, 5th October, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office. All claims must reach the undersigned before the 5th October, or they will not be recognised. No Fire Insurance has been effected. NIPPON YUSEN KAISHA. Hongkong, 26th September, 1899. [1228a]

Intimations.

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED), 57 & 59, QUEEN'S ROAD CENTRAL.

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES. CHEAPEST HOUSE IN THE COLONY. Hongkong, 5th September, 1899. [129]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an Ex-SCHOOLMASTER.

Terms moderate, for Particulars apply c/o This Office. Hongkong, 18th August, 1899. [1208a]

F. BLACKHEAD & CO.,

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., LD.
DUNLOP TYRES' BICYCLES—PRICE...\$160.
Aspecial reliable Watch made for this Climate.
Quality A...\$12.
Quality B...\$10.
40, QUEEN'S ROAD,
Watson's Building.

MITSUI BUSSAN KAISHA.

No. 6, 100 House Street, Praya Central.
Head Office—TOKIO.
Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agencies—
Milki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsutsu Coal Mines.
Ichimura Coal Mines.
Kishimura Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kaneaguchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899.

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris, sold by all Chemists.

LETTER ALL COME
TO
YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS
are executed at Moderate Prices.
Hongkong, 23rd May, 1899.

SIEN TING,
SURGEON DENTIST,
No. 10, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898.

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
HONGKONG HARBOR:
HUTTON HALL, British ship, Thurber—Chas.
E. Richardson, & Co.

The Share Market.

LATEST QUOTATIONS.

(September 28th.)

Banks.

Hongkong and Shanghai Banking Corporation

—34 1/2 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—

1/2 buyers.

National Bank of China, Ltd.—\$26 1/2.

Do. Do. \$26 1/2.

Marine Insurance Co., Ltd.—\$260.

China Traders' Insurance Co., Ltd.—\$65.

North China Insurance Co., Ltd.—\$121.

Vangate Insurance Assoc., Ltd.—\$121.

Canton Insurance Office, Ltd.—\$150.

Strait Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$335.

China Fire Ins. Co., Ltd.—\$38.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

China Mutual S. N. Co., Ltd.—(Ordinary)—

45-10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—45

buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$147.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Panjom Mining Co., Ltd.—\$82.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Ton-

kin—\$240.

Queen Mines, Limited—\$450.

Gold Mining and Trading Co., Ltd.—\$147.

Raub A'ian Gold Mining Co., Ltd.—\$63.

Oliver's Freehold Mines, Ltd.—(A)—\$111.

Oliver's Freehold Mines, Ltd.—(B)—\$770.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$270.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$97.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$18.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.

—\$950.

Hongkong Land Investment and Agency Co.,

Ltd.—\$114.

Kowloon Land and Building Co., Ltd.—\$20.

West Point Building Co., Ltd.—\$35.

Hongkong Hotel Co., Ltd.—\$131.

Humphrey's Estate and Finance Co., Ltd.—

\$104.

Miscellaneous.

Green Island Cement Co., Ltd.—\$284.

China-Borneo Co., Limited—104.

A. S. Watson & Co., Limited—\$1675.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Limited Tramways Co., Ltd.—

\$1474.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15.

Bell's Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving, and

Dyeing Co., Ltd.—\$55.

Ewo Cotton Spinning & W. Co., Ltd.—Tis. 68.

International Cotton Mfg. Co., Ltd.—Tis. 75.

Laou-chung-mow Cotton Spinning & Weaving

Co., Ltd.—Tis. 771.

Soo Chee Cotton Spinning Co., Ltd.—Tis. 350.

Yehong Cotton Spinning Co., Ltd.—Tis. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & PORTS (Share Brokers).

Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 28th September.

ON LONDON, Telegraphic Transfer, 1/11 3/16

Bank Bills, on demand 1/11 1/16

Credits, 4 months' sight 1/11 1/16

ON PARIS, (demand) 1/11 1/16

ON LONDON, (demand) 1/11 1/16

Credits, 4 months' sight 1/11 1/16

ON NEW YORK, Bank Bills, on demand 1/11 1/16

Credits, 30 days' sight 1/11 1/16

ON BOMBAY, Telegraphic Transfer 1/11 1/16

ON SHANGHAI, Telegraphic Transfer 1/11 1/16

ON YOKOHAMA, T.T. 1/11 1/16

Private, 30 days' sight 1/11 1/16

Sovereigns, Bank's Buying Rate 1/11 1/16

Gold Leaf 100 touch, per taal 1/11 1/16

Bar Silver 100 touch, per taal 1/11 1/16

Dollars 100 touch, per taal 1/11 1/16

2 1/2 per cent. prem.

VISITORS AT THE HONGKONG

HOTEL.

Mr. S. H. Abbott

Mr. J. H. Aitken

Mr. G. Altan

Mr. John Angus

Mr. W. H. Avery

Mr. W. S. Bailey

Mr. J. Barlow

OPIMUM QUOTATIONS.

Hongkong, 28th September.

New Patna 100 lbs. 80/7

New Patna 50 lbs. 80/7

Old Malwa 100 lbs. 80/7

Old Malwa 50 lbs. 80/7

Persian, paper tied 670/150

VESSELS IN PORT.

Steamers.

ARRATON APCAR, British steamer, 1,332,

Erhardt, 23rd Sept.—Molli 19th Sept.

Coal—Gibb, Livingston & Co.

BISADON, Italian steamer, 1,359, D. Maganini

Deas, 26th Sept.—Bongbay 9th Sept.

and Singapore 20th, General—Carlowitz

& Co.

CATHERINE APCAR, British steamer, 1,730, J.

G. Offert, 25th Sept.—Calcutta 9th Sept.

Penang and Singapore 19th, General—

David Sassoon, Sons & Co.

CHINA, American steamer, 3,187, W. B.

Seabury, 21st Sept.—San Francisco 25th

Aug., and Shanghai 18th Sept., Mails and

General—P. M. S. Co.

CHINA, German steamer, 1,113, P. Voss, 26th

Sept.—Canton 26th Sept., General—

Siemssen & Co.

CHING WO, British steamer, 2,517, H. C.

Harris, 27th Sept.—Amoy 26th Sept.

General—Holliday, Wise & Co.

CHOWFA, British steamer, 1,050, J. Williams,

24th Sept.—Bangkok 16th Sept., and Koh-

si-chang 18th, General—Butterfield &

Swire.

DEVANGONG, British steamer, 1,057, Richard

25th Sept.—Bangkok 16th Sept.

Koh-si-chang 17th, and Hoihow 24th,

General—Yuen Fat Hong.

FUTAMI MARU, Japanese steamer, 2,381, J.

Thom, 26th Sept.—Japan and Nagasaki

2nd Sept., General—Nippon Yusen

Kaisha.

HAIMUN, British steamer, 636, W. J. Davis,

27th Sept.—Tamsui 24th Sept., Amoy

25th, and Swatow 26th, General—Douglas,

Lapraik & Co.

HOLSTEIN, German steamer, 985, M. Inland,

25th Sept.—Saigon 20th Sept., Rice—

Ises & Co.

KAGOSHIMA MARU, Japanese steamer, 2,706, R.

Nunome, 25th Sept.—Singapore 9th Sept.

Cotton, &c.—Nippon Yusen Kaisha.

LEGASPI, Spanish steamer, 565, Antonio

Tribar, 4th Sept.—Manila 1st Sept., General—

Order.

NANSHAN, American steamer, 1,344, Stovell,

26th Sept.—Manila 22nd Sept.

SALAHADJI, Danish steamer, 1,235, C. Anema,

25th Sept.—Molli 20th Sept., Coal—Meyer

& Co.

SUEVA, German steamer, 4,129, Fereh, 14th

Sept.—Swatow 13th Sept., General—

Siemssen & Co.

TAI LEE, German steamer, 828, T. Calender,

20th Sept.—Hongay 17th Sept., Coal—

Shewan, Tomes & Co.

TAIYUAN, British steamer, 1,459, R. Nelson,

3rd Sept.—Melbourne 22nd July, Sydney

29th, Brisbane 1st Aug., Townsville 4th,

Cocktown 6th, Thursday Island 13th, Port

Darwin 17th, and Manila 31st, General—

Butterfield & Swire.

TELENGCHUS, British steamer, 1,348, G.

Sawyer, 25th Sept.—Molli 19th Sept.

Coal—Butterfield & Swire.

TSURUGISAN MARU, Japanese steamer, 2,559,

J. Narasaki, 27th Sept.—Kutchinotzu 22nd

Sept., Coal—Mitsui Bussan Kaisha.

ZWEENA, British steamer, 941, J. H. Nesbitt,

27th Sept.—Samarang 19th Sept., Sugar—

Chinese.

Sailing Vessels.

CHALLENGER American ship, 142, Gould, 12th

Sept.—Manila 2nd Sept., Ballast—Am-

hold, Karberg & Co.

ETHA RICKMERS, German ship, 1,754, John

Bencke, 22nd Sept.—Cardiff 13th May,

Coal—Arnhold, Karberg & Co.

GOVERNOR ROBIE, American ship, 1,627,

Nichols, 21st Aug.—New York 5th May,

Kerosene Oil—Standard Oil Co.

HUTTON HALL, British ship, 1,989, Thurber,

5th Sept.—Tacoma 25th June, Flour—

Order.

HER BRITANNIC MAJESTY'S SHIPS

ON THE CHINA STATION.

Hongkong, September 28th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 1/2 p.

g. guns, 3,000 h.p., Commander A. H.

Smith-Dorrien, cruising.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,

Comdr. E. J. W. Slade, Foochow